APPENDIX I

NOISE IMPACT ANALYSIS

AUGUST 2006

LSA ASSOCIATES, INC.

NOISE IMPACT ANALYSIS

WAL-MART SUPERCENTER AT CANYON CROSSING

RIVERSIDE, CALIFORNIA

LSA

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RIVERSIDE, CALIFORNIA

Submitted to:

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Riverside, California

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LSA

August 2006

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WAL-MART SUPERCENTER AT CANYON CROSSINGS

INTRODUCTION

This noise impact analysis has been prepared to evaluate the potential noise impacts and mitigation measures associated with the Wal-Mart Supercenter at Canyon Crossings project in the City of Riverside, California. This report is intended to satisfy the City's requirement for a project-specific noise impact analysis by examining the impacts of the proposed noise-producing uses on the project site on adjacent noise-sensitive uses and evaluating the mitigation measures required as part of the project design.

Project Description

The Wal-Mart Supercenter at Canyon Crossings (proposed project) is located in the City of Riverside, Riverside County, California. The proposed project is located southeast of the interchange of SR-60 and I-215 and is bounded by Valley Springs Parkway to the west and Corporate Center Place to the south. Figure 1 shows the regional location and vicinity of the proposed project.

The proposed project is a 235,000-square-foot Wal-Mart Supercenter on an approximately 24-acre site. The following uses are proposed: general merchandise, grocery and liquor sales, a pharmacy with drive-through service, a vision care center, a food service center, a photo studio, a photo finishing center, a banking center, an arcade, a garden center, a tire and lube facility, outdoor sale facilities, outside container storage facilities, rooftop proprietary satellite communication facilities, parking facilities, and all other appurtenant structures and facilities necessary for the aforementioned sales and services. With the exception of the tire and lube facility, the Wal-Mart Supercenter will operate 24 hours per day. The Wal-Mart parcel would provide approximately 975 parking spaces. Primary access to the site would be from Corporate Center Place. Two secondary access points are to be located on Valley Springs Parkway. The Wal-Mart Supercenter would relocate the existing 125,873-square-foot Wal-Mart retail store from the existing Wal-Mart building on the adjacent northeastern parcel to the new Wal-Mart Supercenter building. Figure 2 shows the proposed site plan.

Implementation of this project will require a conditional use permit and design review, grading, and building permits, as well as a street vacation of a portion of Campus Parkway, westerly of Corporate Centre Place. Additionally, other applicable permits from responsible agencies may be required, including but not limited to the Water Quality Control Board and the Air Quality Management District. The proposed project is expected to begin operations in 2006.

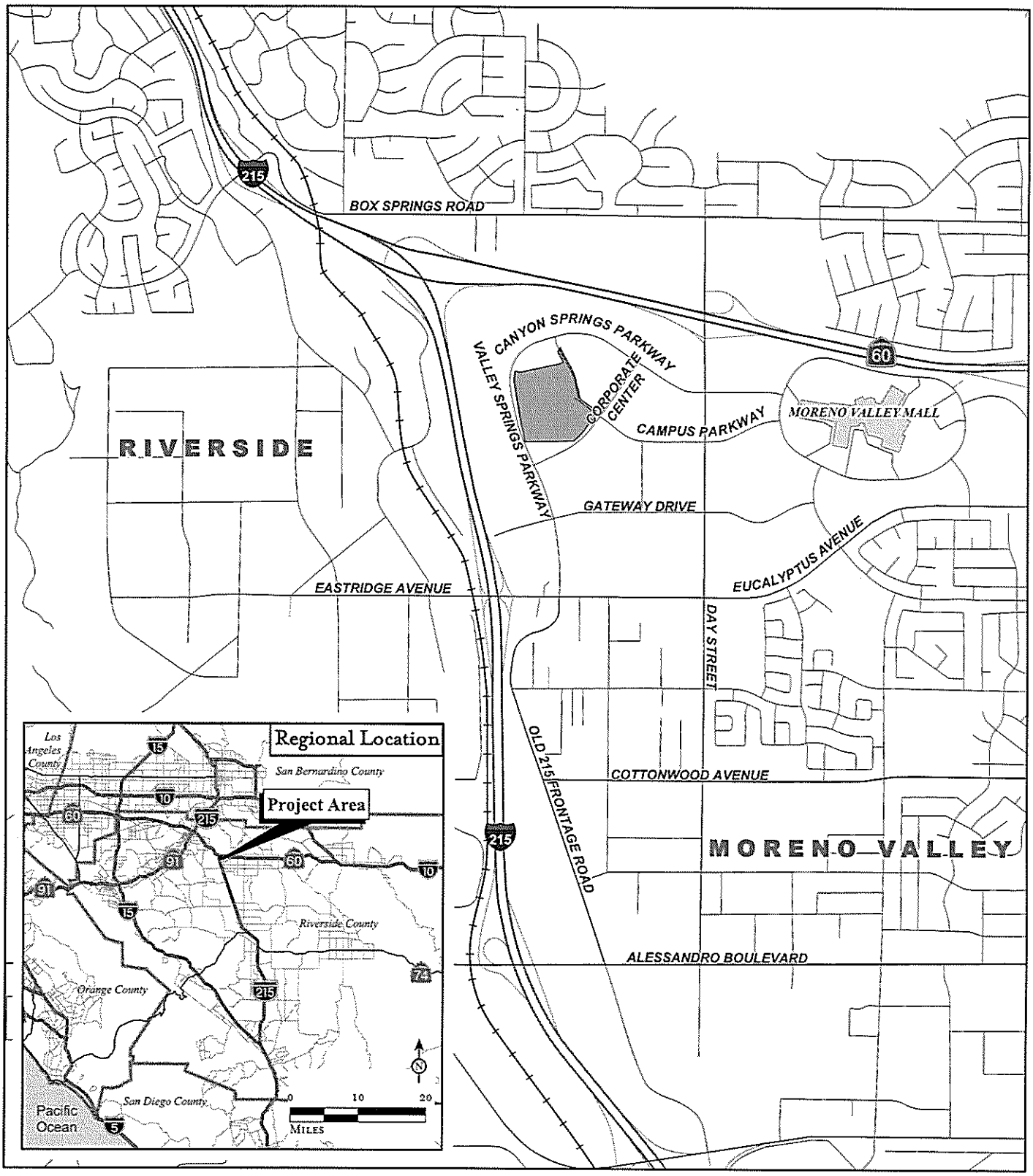

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FIGURE 1

SOURCE: Thomas Bros., 2004

Wal-Mart Supercenter at Canyon Crossings

Regional and Project Location

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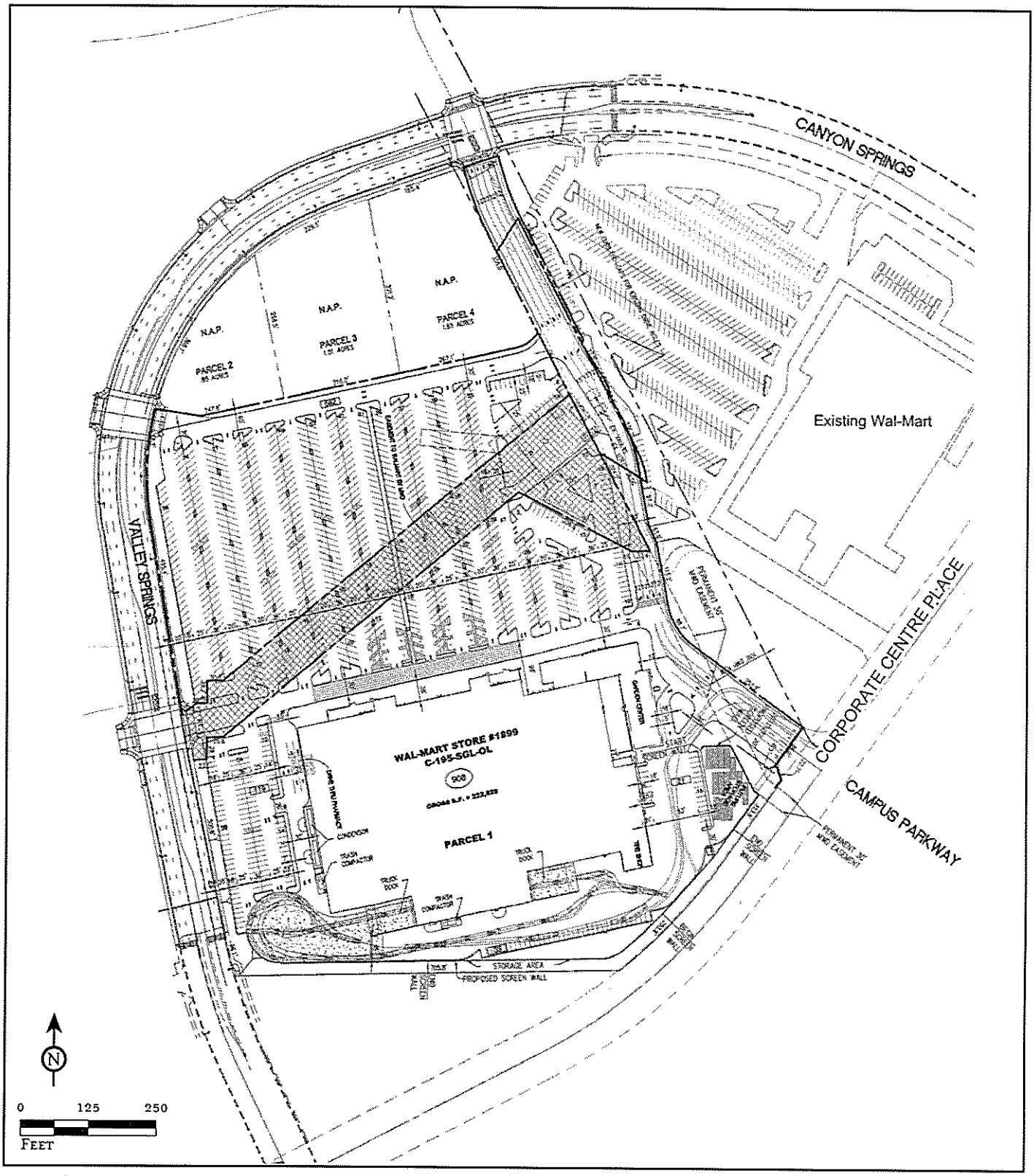

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FIGURE 2

METROPOLITAN WATER DISTRICT PARCEL

Wal-Mart Supercenter at Canyon Crossings

Conceptual Site Plan

SOURCE: Hall and Foreman, 2005

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Methodology Related to Noise Impact Assessment

Evaluation of noise impacts associated with a proposed retail project typically includes the following:

- Determine the short-term construction noise impacts on off-site noise-sensitive uses
- Determine the long-term traffic noise impacts on off-site noise-sensitive uses
- Determine the long-term stationary source noise impacts on off-site noise-sensitive uses
- Determine the required mitigation measures to reduce long-term on-site and off-site noise impacts

Characteristics of Sound

Sound is increasing to such disagreeable levels in our environment that it can threaten our quality of life. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect our ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a wave resulting in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves, combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

Measurement of Sound

Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units, such as inches or pounds, decibels are measured on a logarithmic scale representing points on a sharply rising curve.

For example, 10 decibels (dB) are 10 times more intense than 1 decibel, 20 decibels are 100 times more intense, and 30 decibels are 1,000 times more intense. Thirty decibels represent 1,000 times as much acoustic energy as one decibel. The decibel scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about 10 times greater than zero decibels. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 decibel increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dBA for each doubling of distance from the

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source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source, such as highway traffic or railroad operations, the sound decreases 3 dBA for each doubling of distance in a hard site environment. Line source, noise in a relatively flat environment with absorptive vegetation, decreases 4.5 dBA for each doubling of distance.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level (L_{eq}) is the total sound energy of time varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq} and community noise equivalent level (CNEL) or the day-night average level (L_{dn}) based on A-weighted decibels (dBA). CNEL is the time varying noise over a 24-hour period, with a five dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale, but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within one dBA of each other and are normally exchangeable. The City of Riverside uses the CNEL noise scale for long-term noise impact assessment.

Other noise rating scales of importance when assessing the annoyance factor include the maximum noise level (L_{max}), which is the highest exponential time averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max}, which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. It is often used together with another noise scale, or noise standards in terms of percentile noise levels, in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level, and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first is audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3.0 dB or greater since this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1.0 and 3.0 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category is changes in noise level of less than 1.0 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 decibels, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 decibels, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160 to 165 decibels will result in dizziness or loss of

equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying less developed areas.

Table A lists "Definitions of Acoustical Terms," and Table B shows "Common Sound Levels and Their Noise Sources." Table C shows "Land Use Compatibility for Exterior Community Noise" recommended by the California Department of Health, Office of Noise Control.

EXISTING CONDITIONS

Land Uses in the Project Vicinity

The proposed project is located within a commercial district south of Highway 60 and east of Interstate 215. All of the land uses immediately adjacent to the proposed project are retail, office, or commercial in nature. The closest sensitive land uses to the proposed project are residential uses located at the intersection of Valley Springs Parkway and Eucalyptus Avenue 2,000 feet south of the project boundary.

Overview of the Existing Noise Environment

The primary existing noise sources in the project area are transportation facilities. Traffic on Canyon Springs Parkway, Valley Springs Parkway, Corporate Center Place, and other local streets is the dominant source of ambient noise.

The Federal Highway Administration (FHWA) highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate highway traffic-related noise conditions along the roadway segments in the project vicinity. Existing traffic volumes in the project's traffic study (LSA, July 2006) were used to assess the existing traffic noise impacts. A typical vehicle mix for southern California was used. Table D provides the traffic noise levels along the roadways adjacent to the project site. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between the traffic and the location where the noise contours are drawn. The specific assumptions used in developing these noise levels and model printouts are provided in Appendix A.

Table D shows that traffic noise levels along roadway segments in the project vicinity are low to moderate, with the 70 dBA CNEL confined within the roadway right-of-way, except portions of Eucalyptus Avenue and Alessandro Boulevard.

Table A: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of level that denotes the ratio between two quantities proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in one second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this report are A-weighted, unless reported otherwise.
L_{01}, L_{10}, L_{50}, L_{90}	The fast A-weighted noise levels equaled or exceeded by a fluctuating sound level for 1 percent, 10 percent, 50 percent, and 90 percent of a stated time period.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of five decibels to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 decibels to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 decibels to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L_{max}, L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all encompassing noise associated with a given environment at a specified time, usually a composite of sound from many sources at many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Handbook of Acoustical Measurements and Noise Control, 1991.

Table B: Common Sound Levels and Their Noise Sources

Noise Source	A-Weighted Sound Level in Decibels	Noise Environment	Subjective Evaluation
Near Jet Engine	140	Deafening	128 times as loud
Civil Defense Siren	130	Threshold of Pain	64 times as loud
Hard Rock Band	120	Threshold of Feeling	32 times as loud
Accelerating Motorcycle a few feet away	110	Very Loud	16 times as loud
Pile Driver; Noisy Urban Street/Heavy City Traffic	100	Very Loud	8 times as loud
Ambulance Siren; Food Blender	95	Very Loud	
Garbage Disposal	90	Very Loud	4 times as loud
Freight Cars; Living Room Music	85	Loud	
Pneumatic Drill; Vacuum Cleaner	80	Loud	2 times as loud
Busy Restaurant	75	Moderately Loud	
Near Freeway Auto Traffic	70	Moderately Loud	Reference Level
Average Office	60	Quiet	one-half as loud
Suburban Street	55	Quiet	
Light Traffic; Soft Radio Music in Apartment	50	Quiet	one-quarter as loud
Large Transformer	45	Quiet	
Average Residence Without Stereo Playing	40	Faint	one-eighth as loud
Soft Whisper	30	Faint	
Rustling Leaves	20	Very Faint	
Human Breathing	10	Very Faint	Threshold of Hearing
	0	Very Faint	

Source: Compiled by LSA Associates, Inc. 2004.

Table C: Land Use Compatibility for Exterior Community Noise

Land Use Category	Noise Range (Ldn or CNEL), dB			
	I	II	III	IV
Passively used open spaces	50	50–55	55–70	70+
Auditoriums, concert halls, amphitheaters	45–50	50–65	65–70	70+
Residential—low density single family, duplex, mobile homes	50–55	55–70	70–75	75+
Residential—multifamily	50–60	60–70	70–75	75+
Transient lodging—motels, hotels	50–60	60–70	70–80	80+
Schools, libraries, churches, hospitals, nursing homes	50–60	60–70	70–80	80+
Actively used open spaces—playgrounds, neighborhood parks	50–67	—	67–73	73+
Golf courses, riding stables, water recreation, cemeteries	50–70	—	70–80	80+
Office buildings, business commercial and professional	50–67	67–75	75+	—
Industrial, manufacturing, utilities, agriculture	50–70	70–75	75+	—

Source: Office of Noise Control, California Department of Health. 1976.

Noise Range I—Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Noise Range II—Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Noise Range III—Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Noise Range IV—Clearly Unacceptable: New construction or development should generally not be undertaken.

Table D: Existing Traffic Noise Levels

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Valley Springs Parkway north of Corporate Center Place	1,200	< 50[1]	< 50	< 50	56.6
Valley Springs Parkway between Corporate Center Place and Eucalyptus Avenue	9,200	< 50	72	152	65.4
Valley Springs Parkway between Eucalyptus Avenue and Alessandro Boulevard	6,200	< 50	57	118	63.7
Valley Springs Parkway south of Alessandro Boulevard	3,200	< 50	< 50	77	60.9
Day Street north of Campus Parkway	20,100	< 50	102	211	66.8
Day Street between Campus Parkway and Eucalyptus Avenue	17,800	< 50	94	195	66.2
Day Street between Eucalyptus Avenue and Cottonwood Avenue	10,000	< 50	76	161	65.8
Day Street between Cottonwood Avenue and Alessandro Boulevard	7,500	< 50	73	158	66.8
Day Street south of Alessandro Boulevard	1,100	< 50	< 50	< 50	58.4
Corporate Center Place west of Valley Springs Parkway	5,000	< 50	< 50	102	62.8
Corporate Center Place east of Valley Springs Parkway	4,900	< 50	< 50	101	62.7
Campus Parkway west of Day Street	8,300	< 50	68	142	65.0
Campus Parkway east of Day Street	8,800	< 50	71	148	65.3
Eucalyptus Avenue west of Valley Springs Parkway	23,900	64	134	286	69.6
Eucalyptus Avenue between Valley Springs Parkway and Day Street	16,200	< 50	104	221	67.9
Eucalyptus Avenue east of Day Street	12,300	< 50	87	184	66.7
Cottonwood Avenue west of Day Street	2,900	< 50	< 50	58	60.2
Cottonwood Avenue east of Day Street	5,300	< 50	< 50	87	62.9
Alessandro Boulevard west of Old 215 Frontage Road	32,000	77	162	348	70.9
Alessandro Boulevard between Old 215 Frontage Road and Day Street	29,200	73	153	327	70.5
Alessandro Boulevard east of Day Street	28,900	72	152	325	70.4

Source: LSA Associates, Inc., August 2006.

[1] Traffic noise within 50 feet of roadway centerline requires site-specific analysis.

Thresholds of Significance

A project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of the community in which it is located. The applicable noise standards governing the project site are the noise criteria listed in the City's Municipal Code and Noise Element of the General Plan.

City of Riverside Noise Element. The City of Riverside has adopted Noise Compatible Land Use Objectives. Single-family and multifamily residences are normally acceptable in exterior noise environments up to 60 dBA CNEL and conditionally acceptable in exterior noise environments of up to 65 dBA CNEL. Interior noise levels within residential structures are acceptable up to 45 dBA CNEL. Commercial uses are normally acceptable in exterior noise environments of up to 65 dBA CNEL. Industrial uses are normally acceptable up to 70 dBA CNEL. For the purposes of this noise impact analysis, commercial uses with outdoor active use areas (such as restaurant patios) exposed to noise levels exceeding 65 dBA CNEL would need to be mitigated.

City of Riverside Municipal Code Noise Ordinance. The City of Riverside has incorporated the following measures in the City's Municipal Code to control loud, unnecessary, and unusual noises.

Exterior sound level limits. Unless a variance has been granted it shall be unlawful for any person to cause or allow the creation of any noise which exceeds the following:

- The exterior noise standard of the applicable land use category (Table E), up to five decibels, for a cumulative period of more than thirty minutes in an hour; or
- The exterior noise standard of the applicable land use category, plus five decibels, for a cumulative period of more than fifteen minutes in any hour; or
- The exterior noise standard of the applicable land use category, plus ten decibels, for a cumulative period of more than five minutes in any hour; or
- The exterior noise standard of the applicable land use category, plus fifteen decibels, for a cumulative period of more than one minute in any hour; or
- The exterior noise standard of the applicable land use category, plus twenty decibels or the maximum measured ambient noise level, for any period of time.

Interior sound level limits. No person shall operate or cause to be operated, any source of sound indoors which causes the noise level, when measured inside another dwelling unit, school or hospital, to exceed:

- The interior noise standard for the applicable noise category (Table E), up to five decibels, for a cumulative period of more than five minutes in any hour; or
- The interior noise standard for the applicable land use category, plus five decibels, for a cumulative period of more than one minute in any hour; or

- The interior noise standard for the applicable land use category, plus ten decibels or the maximum measured ambient noise level, for any period of time.

Construction activities are restricted within the City to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, 8:00 a.m. to 5:00 p.m. on Saturdays, and are prohibited on Sundays and federal holidays.

Table E: City of Riverside Sound Level Limits (dBA)

Land Use Category	Time Period	Exterior Noise Standard	Interior Noise Standard
Residential	Night (10:00 p.m. to 7:00 a.m.)	45	35
	Day (7:00 a.m. to 10:00 p.m.)	55	45
School	7:00 a.m. to 10:00 p.m. (while school is in session)	N/A[1]	45
Hospital	Anytime	N/A	45
Office/commercial	Anytime	65	N/A
Industrial	Anytime	70	N/A
Community support	Anytime	60	N/A
Public recreation facility	Anytime	65	N/A
Nonurban	Anytime	70	N/A

Source: City of Riverside Municipal Code, 2005.

IMPACTS AND MITIGATION MEASURES

Short-Term Construction-Related Impacts

Noise levels from grading and other construction activities for the proposed project may range up to 59 dBA at the closest residences south of the project site for very limited times when construction occurs near the project's boundary. This range of noise levels is below the ambient noise from vehicular traffic in the project vicinity. Construction-related noise impacts from the proposed project would not be considered adverse; in addition, compliance with the City's construction hours requirement would reduce the impact to a less than significant level.

Short-term noise impacts would be associated with excavation, grading, and erecting of buildings on site during construction of the proposed project. Construction-related short-term noise levels would be higher than existing ambient noise levels in the project area today, but would no longer occur once construction of the project is completed.

Two types of short-term noise impacts could occur during the construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the

[1] N/A – Not Applicable. The City has not established a sound level limit for this land use.

site for the proposed project would incrementally increase noise levels on access roads leading to the site. Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance (passing trucks at 50 feet would generate up to a maximum of 87 dBA L_{max}), the effect on longer term (hourly or daily) ambient noise levels would be small. Therefore, short-term construction-related impacts associated with worker commute and equipment transport to the project site would be less than significant.

The second type of short-term noise impact is related to noise generated during excavation, grading, and building erection on the project site. Construction is completed in discrete steps, each of which has its own mix of equipment, and consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site, and therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table F lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 feet between the equipment and a noise receptor. Typical noise levels range up to 91 dBA L_{max} at 50 feet during the noisiest construction phases. The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels, because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three or four minutes at lower power settings.

Construction of the proposed project is expected to require the use of earthmoving equipment such as dozers, haul trucks, front-end loaders, and water and pickup trucks. This equipment would be used on the project site. Based on the information in Table F, the maximum noise level generated by each earthmover on the proposed project site is assumed to be 88 dBA L_{max} at 50 feet from the earthmover. Each doubling of the sound sources with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, the worst-case combined noise level during this phase of construction would be 91 dBA L_{max} at a distance of 50 feet from the active construction area.

The residences nearest to the project site are about 2,000 feet south of the project boundary. These residences may be subject to short-term, intermittent, maximum noise reaching 59 dBA L_{max}, generated by construction activities on the project site. This range of noise levels is below the ambient noise from vehicular traffic in the project vicinity. In addition, the construction noise levels would not exceed the City's 65 dBA L_{max} exterior noise standard. However, the proposed project shall be required to comply with the construction hours specified in the City's Noise Ordinance to ensure that the noise from haul trucks would not impact the neighboring residential uses.

Table F: Typical Construction Equipment Noise Levels

Type of Equipment	Range of Maximum Sound Levels Measured (dBA at 50 feet)	Suggested Maximum Sound Levels for Analysis (dBA at 50 feet)
Pile Drivers, 12,000 to 18,000 ft-lb/blow	81–96	93
Rock Drills	83–99	96
Jack Hammers	75–85	82
Pneumatic Tools	78–88	85
Pumps	74–84	80
Scrapers	83–91	87
Haul Trucks	83–94	88
Cranes	79–86	82
Portable Generators	71–87	80
Rollers	75–82	80
Dozers	77–90	85
Tractors	77–82	80
Front-End Loaders	77–90	86
Hydraulic Backhoe	81–90	86
Hydraulic Excavators	81–90	86
Graders	79–89	86
Air Compressors	76–89	86
Trucks	81–87	86

Source: Noise Control for Buildings and Manufacturing Plants, Bolt, Beranek & Newman. 1987.

Long-Term Traffic Noise Impacts

Project-related long-term vehicular trip increases are anticipated to be small. In addition, there are no proposed outdoor active use areas that would be exposed to traffic noise levels exceeding the exterior noise standard of 65 dBA CNEL for commercial uses. No mitigation measures would be required.

It takes a doubling of the traffic volume to have a three decibel increase in traffic noise. Vehicular traffic trips associated with the proposed project would not result in significant traffic noise impacts on off-site sensitive uses.

The FHWA highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate highway traffic-related noise conditions along the roadway segments in the project vicinity. Future traffic volumes projected in the project's traffic study (LSA, July 2005) were used to assess the potential traffic noise impacts. Typical vehicle mix for Southern California was used.

Tables G through K provide the traffic noise levels adjacent to the project site for the existing with project, 2007 without project, 2007 with project, cumulative without project, and cumulative with project scenarios. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between the traffic and the location where the noise contours are drawn. The specific assumptions used in developing these noise levels and model printouts are provided in Appendix A.

Tables G, I and K show that, with the exception of along Valley Springs Parkway, project-related traffic noise increases along roadway segments in the project vicinity would be 2.2 dBA or less for the with project scenarios. This range of increases in traffic noise level is less than the 3 dBA change that is perceptible to the human ear in an outdoor environment. The traffic noise level along Valley Springs Road north of Corporate Center would increase by 7.8 dBA in the existing and 7.5 dBA in both the 2007 and cumulative conditions. However, there are no noise-sensitive land uses along this roadway segment. Therefore, no significant traffic noise impacts would occur for off-site land uses. The proposed on-site structure will be located within 200 feet of the centerline of Valley Spring Parkway and approximately 125 feet from the centerline of Corporate Center Place. Table K shows that the project site would not be exposed to traffic noise exceeding the City's 65 dBA CNEL exterior noise standard for sensitive outdoor commercial uses. No mitigation measures are required.

Table G: Existing with Project Noise Levels

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase from Baseline Conditions
Valley Springs Parkway north of Corporate Center Place	7,200	< 50[1]	62	130	64.4	7.8
Valley Springs Parkway between Corporate Center Place and Eucalyptus Avenue	14,800	< 50	98	208	67.5	2.1
Valley Springs Parkway between Eucalyptus Avenue and Alessandro Boulevard	7,300	< 50	63	131	64.4	0.7
Valley Springs Parkway south of Alessandro Boulevard	3,200	< 50	< 50	77	60.9	0.0
Day Street north of Campus Parkway	24,000	59	113	237	67.5	0.7
Day Street between Campus Parkway and Eucalyptus Avenue	19,500	< 50	100	207	66.6	0.4
Day Street between Eucalyptus Avenue and Cottonwood Avenue	11,100	< 50	82	172	66.3	0.5
Day Street between Cottonwood Avenue and Alessandro Boulevard	8,000	< 50	77	165	67.1	0.3
Day Street south of Alessandro Boulevard	1,100	< 50	< 50	< 50	58.4	0.0
Corporate Center Place west of Valley Springs Parkway	5,000	< 50	< 50	102	62.8	0.0
Corporate Center Place east of Valley Springs Parkway	5,700	< 50	54	111	63.4	0.7
Campus Parkway west of Day Street	13,900	< 50	94	200	67.2	2.2
Campus Parkway east of Day Street	8,800	< 50	71	148	65.3	0.0
Eucalyptus Avenue west of Valley Springs Parkway	28,400	71	150	321	70.3	0.7
Eucalyptus Avenue between Valley Springs Parkway and Day Street	16,200	< 50	104	221	67.9	0.0
Eucalyptus Avenue east of Day Street	12,800	< 50	89	189	66.9	0.2
Cottonwood Avenue west of Day Street	2,900	< 50	< 50	58	60.2	0.0
Cottonwood Avenue east of Day Street	5,900	< 50	< 50	93	63.3	0.4
Alessandro Boulevard west of Old 215 Frontage Road	33,700	80	168	360	71.1	0.2
Alessandro Boulevard between Old 215 Frontage Road and Day Street	29,700	73	154	331	70.5	0.0
Alessandro Boulevard east of Day Street	28,900	72	152	325	70.4	0.0

Source: LSA Associates, Inc., August 2006.

[1] Traffic noise within 50 feet of roadway centerline requires site-specific analysis.

Table H: 2007 without Project Noise Levels

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Valley Springs Parkway north of Corporate Center Place	1,300	< 50[1]	< 50	< 50	56.9
Valley Springs Parkway between Corporate Center Place and Eucalyptus Avenue	9,600	< 50	74	157	65.6
Valley Springs Parkway between Eucalyptus Avenue and Alessandro Boulevard	6,400	< 50	58	120	63.9
Valley Springs Parkway south of Alessandro Boulevard	3,300	< 50	< 50	78	61.0
Day Street north of Campus Parkway	20,900	< 50	104	217	66.9
Day Street between Campus Parkway and Eucalyptus Avenue	18,500	< 50	97	200	66.4
Day Street between Eucalyptus Avenue and Cottonwood Avenue	10,400	< 50	78	165	66.0
Day Street between Cottonwood Avenue and Alessandro Boulevard	7,800	< 50	75	162	67.0
Day Street south of Alessandro Boulevard	1,100	< 50	< 50	< 50	58.4
Corporate Center Place west of Valley Springs Parkway	5,200	< 50	< 50	105	63.0
Corporate Center Place east of Valley Springs Parkway	5,100	< 50	< 50	104	62.9
Campus Parkway west of Day Street	8,600	< 50	70	146	65.2
Campus Parkway east of Day Street	9,200	< 50	72	152	65.4
Eucalyptus Avenue west of Valley Springs Parkway	24,800	66	137	293	69.8
Eucalyptus Avenue between Valley Springs Parkway and Day Street	16,800	< 50	106	227	68.1
Eucalyptus Avenue east of Day Street	12,800	< 50	89	189	66.9
Cottonwood Avenue west of Day Street	3,000	< 50	< 50	59	60.4
Cottonwood Avenue east of Day Street	5,500	< 50	< 50	89	63.0
Alessandro Boulevard west of Old 215 Frontage Road	33,200	79	166	356	71.0
Alessandro Boulevard between Old 215 Frontage Road and Day Street	30,300	74	156	335	70.6
Alessandro Boulevard east of Day Street	30,100	74	156	334	70.6

Source: LSA Associates, Inc., August 2006.

[1] Traffic noise within 50 feet of roadway centerline requires site-specific analysis.

Table I: 2007 with Project Noise Levels

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase from Baseline Conditions
Valley Springs Parkway north of Corporate Center Place	7,200	< 50[1]	62	130	64.4	7.5
Valley Springs Parkway between Corporate Center Place and Eucalyptus Avenue	15,200	< 50	100	212	67.6	2.0
Valley Springs Parkway between Eucalyptus Avenue and Alessandro Boulevard	7,500	< 50	64	133	64.6	0.7
Valley Springs Parkway south of Alessandro Boulevard	3,300	< 50	< 50	78	61.0	0.0
Day Street north of Campus Parkway	24,800	60	116	243	67.7	0.8
Day Street between Campus Parkway and Eucalyptus Avenue	20,200	< 50	102	212	66.8	0.4
Day Street between Eucalyptus Avenue and Cottonwood Avenue	11,500	< 50	83	176	66.4	0.4
Day Street between Cottonwood Avenue and Alessandro Boulevard	8,300	< 50	79	169	67.2	0.2
Day Street south of Alessandro Boulevard	1,100	< 50	< 50	< 50	58.4	0.0
Corporate Center Place west of Valley Springs Parkway	5,200	< 50	< 50	105	63.0	0.0
Corporate Center Place east of Valley Springs Parkway	5,900	< 50	55	114	63.5	0.6
Campus Parkway west of Day Street	14,200	< 50	95	203	67.3	2.1
Campus Parkway east of Day Street	9,200	< 50	72	152	65.4	0.0
Eucalyptus Avenue west of Valley Springs Parkway	29,300	73	153	328	70.5	0.7
Eucalyptus Avenue between Valley Springs Parkway and Day Street	16,800	< 50	106	227	68.1	0.0
Eucalyptus Avenue east of Day Street	13,300	< 50	92	194	67.0	0.1
Cottonwood Avenue west of Day Street	3,000	< 50	< 50	59	60.4	0.0
Cottonwood Avenue east of Day Street	6,100	< 50	< 50	95	63.5	0.5
Alessandro Boulevard west of Old 215 Frontage Road	34,900	81	172	368	71.2	0.2
Alessandro Boulevard between Old 215 Frontage Road and Day Street	30,900	75	158	340	70.7	0.1
Alessandro Boulevard east of Day Street	30,100	74	156	334	70.6	0.0

Source: LSA Associates, Inc., August 2006.

[1] Traffic noise within 50 feet of roadway centerline requires site-specific analysis.

Table J: Cumulative Year without Project Noise Levels

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Valley Springs Parkway north of Corporate Center Place	1,300	< 50[1]	< 50	< 50	56.9
Valley Springs Parkway between Corporate Center Place and Eucalyptus Avenue	19,500	57	117	250	68.7
Valley Springs Parkway between Eucalyptus Avenue and Alessandro Boulevard	9,900	< 50	76	160	65.8
Valley Springs Parkway south of Alessandro Boulevard	5,900	< 50	55	114	63.5
Day Street north of Campus Parkway	33,200	70	139	294	68.9
Day Street between Campus Parkway and Eucalyptus Avenue	33,700	70	140	297	69.0
Day Street between Eucalyptus Avenue and Cottonwood Avenue	25,400	67	139	298	69.9
Day Street between Cottonwood Avenue and Alessandro Boulevard	19,200	64	137	295	70.9
Day Street south of Alessandro Boulevard	2,400	< 50	< 50	74	61.8
Corporate Center Place west of Valley Springs Parkway	5,200	< 50	< 50	105	63.0
Corporate Center Place east of Valley Springs Parkway	15,000	< 50	99	210	67.6
Campus Parkway west of Day Street	8,600	< 50	70	146	65.2
Campus Parkway east of Day Street	15,700	< 50	102	217	67.8
Eucalyptus Avenue west of Valley Springs Parkway	45,300	96	204	438	72.4
Eucalyptus Avenue between Valley Springs Parkway and Day Street	29,500	73	154	329	70.5
Eucalyptus Avenue east of Day Street	18,700	55	114	243	68.5
Cottonwood Avenue west of Day Street	3,000	< 50	< 50	59	60.4
Cottonwood Avenue east of Day Street	11,600	< 50	68	146	66.3
Alessandro Boulevard west of Old 215 Frontage Road	51,000	104	221	474	72.9
Alessandro Boulevard between Old 215 Frontage Road and Day Street	43,300	93	198	425	72.2
Alessandro Boulevard east of Day Street	37,800	86	181	388	71.6

Source: LSA Associates, Inc., August 2006.

[1] Traffic noise within 50 feet of roadway centerline requires site-specific analysis.

Table K: Cumulative Year with Project Noise Levels

Roadway Segment	ADT	Center-line to 70 CNEL (feet)	Center-line to 65 CNEL (feet)	Center-line to 60 CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase from Baseline Conditions
Valley Springs Parkway north of Corporate Center Place	7,200	< 50[1]	62	130	64.4	7.5
Valley Springs Parkway between Corporate Center Place and Eucalyptus Avenue	25,100	66	138	296	69.8	1.1
Valley Springs Parkway between Eucalyptus Avenue and Alessandro Boulevard	11,000	< 50	81	171	66.2	0.4
Valley Springs Parkway south of Alessandro Boulevard	5,900	< 50	55	114	63.5	0.0
Day Street north of Campus Parkway	37,100	74	149	316	69.4	0.5
Day Street between Campus Parkway and Eucalyptus Avenue	35,400	72	145	307	69.2	0.2
Day Street between Eucalyptus Avenue and Cottonwood Avenue	26,600	69	144	307	70.1	0.2
Day Street between Cottonwood Avenue and Alessandro Boulevard	19,700	65	139	300	71.0	0.1
Day Street south of Alessandro Boulevard	2,400	< 50	< 50	74	61.8	0.0
Corporate Center Place west of Valley Springs Parkway	5,200	< 50	< 50	105	63.0	0.0
Corporate Center Place east of Valley Springs Parkway	15,800	< 50	102	218	67.8	0.2
Campus Parkway west of Day Street	14,200	< 50	95	203	67.3	2.1
Campus Parkway east of Day Street	15,700	< 50	102	217	67.8	0.0
Eucalyptus Avenue west of Valley Springs Parkway	49,800	102	217	467	72.8	0.4
Eucalyptus Avenue between Valley Springs Parkway and Day Street	29,500	73	154	329	70.5	0.0
Eucalyptus Avenue east of Day Street	19,200	56	116	248	68.6	0.1
Cottonwood Avenue west of Day Street	3,000	< 50	< 50	59	60.4	0.0
Cottonwood Avenue east of Day Street	12,200	< 50	70	151	66.5	0.2
Alessandro Boulevard west of Old 215 Frontage Road	52,700	106	225	484	73.0	0.1
Alessandro Boulevard between Old 215 Frontage Road and Day Street	43,900	94	200	429	72.2	0.0
Alessandro Boulevard east of Day Street	37,800	86	181	388	71.6	0.0

Source: LSA Associates, Inc., August 2006.

[1] Traffic noise within 50 feet of roadway centerline requires site-specific analysis.

Long-Term On-Site Operational Noise Impacts

Proposed on-site commercial uses would potentially result in operational noise impacts on adjacent residential uses south of the project site.

During the long-term, or operational, phase of the retail project, potential noise impacts would be created by on-site activities. These stationary sources of noise include noises associated with truck loading and unloading, truck movements on service driveways, parking lot activities, and other noise-generating activities. Such isolated peak noises are measured in dBA L_{max}, as the volume or frequency of such events is not critical and the noises are not an averaged calculation, such as the CNEL.

Loading/Unloading Operations. Operations on the project site that would generate high noise levels are the loading/unloading activities at the loading docks, truck maneuvering on the driveway leading to the loading docks, and door slamming and vehicle movement in the parking areas.

Based on LSA's past experience, noise readings from loading and unloading activities for other similar projects showed a noise level of 75 dBA L_{max} at 50 feet. The closest sensitive land uses to the proposed project are residential uses located at the intersection of Valley Springs Parkway and Eucalyptus Avenue 2,000 feet south of the project boundary. Attenuation provided by distance divergence of 2,000 feet from the loading dock is 32 dBA when compared to the noise level measured at 50 feet. In addition, the existing commercial structures located between the project site and the residences would provide additional noise attenuation. Therefore, the loading/unloading noise would be reduced to 43 dBA L_{max} at the nearest residences to the south of the project site. This range of maximum noise levels is lower than the City's exterior noise standards of 75 dBA L_{max} during the day (7:00 a.m.–10:00 p.m.) and 65 dBA L_{max} during the night (10:00 p.m.–7:00 a.m.). Therefore, noise associated with the loading/unloading activities inside the loading docks would not exceed the City's noise standards at the nearest residential property. No additional mitigation measures would be required.

Truck Movements on Service Driveway. Truck delivery to the proposed on-site commercial uses would have trucks traveling along the project's southern boundary, or 2,000 feet to the nearest residences to the south. Slow-moving trucks, at 5 to 10 miles per hour (mph), would generate up to 75 dBA L_{max} when traveling and braking at 50 feet. With the effect of distance divergence (32 dBA), truck passing noise would be reduced to 43 dBA L_{max} or lower at the nearest residence to the south. This range of maximum noise levels is lower than the City's exterior noise standards of 75 dBA L_{max} during the day (7:00 a.m.–10:00 p.m.) and the 65 dBA L_{max} standard during the night (10:00 p.m.–7:00 a.m.).

Noise associated with back-up beepers may result in brief but high noise levels over a few seconds. However, back-up beeper noise is not expected to exceed the City's maximum noise standards at the nearest residential uses.

Parking Lot Activities. The majority of the parking areas proposed on site are more than 2,000 feet from the nearest residences to the south, which would provide approximately 32 dBA in noise

reduction when compared to the noise level measured at 50 feet from the source. Representative parking activities, such as employees or customers conversing and slamming doors, would generate approximately 60 dBA L_{max} at 50 feet. This level of noise is much lower than that of the truck delivery and loading/unloading activities. With the noise attenuation effect from distance divergence (32 dBA or more), noise in the parking lot would be reduced to 28 dBA L_{max} or lower. This range of noise levels is much lower than the noise levels generated by traffic on the roadways in the project area. Parking lot noise is not anticipated to be a significant noise issue with respect to residences adjacent to the project site.

Other Noise-Generating Activities. The proposed project would have rooftop heating, ventilating, and air conditioning (HVAC) mechanical equipment, as well as ground floor garbage compactors. Although no final design is available at this time for the type and location of the rooftop mechanical units, based on noise measurements conducted at a similar use, rooftop HVAC units generate noise levels of approximately 62 dBA at 50 feet. The minimum distance between the residences to the south and feasible rooftop equipment location is 2,000 feet, which would provide 32 dBA in noise attenuation by distance divergence when compared to the noise level measured at 50 feet. Therefore, noise levels at the nearest residences to the south, attributable to the rooftop mechanical equipment, would be below 30 dBA. This range of noise levels is much lower than traffic noise on roadways in the project area and the loading/unloading and truck movement noise. No significant noise impacts are anticipated from the rooftop mechanical equipment.

Noise associated with garbage compactors is approximately 70 dBA at six feet. It is assumed that two garbage compactors would be located at the loading docks on the south side of the proposed buildings. These compactors would be approximately 2,000 feet from the nearest residences to the south. This distance provides approximately 50 dBA in noise attenuation when compared to the noise level measured at six feet. The noise attenuation provided by the distance divergence would reduce the noise associated with the garbage compactor to less than 20 dBA. No significant noise impacts from the garbage compactor would occur.

Interior Noise Levels. Based on the data provided in the EPA's Protective Noise Levels (EPA 550/9-79-100, November 1979), standard homes in southern California provide at least 12 dBA of exterior to interior noise attenuation with windows open and 24 dBA with windows closed.

Therefore, homes would need to be exposed to exterior noise levels exceeding 69 dBA L_{max} (45 + 24 = 69 dBA) to potentially have an interior noise level exceeding 45 dBA L_{max} with windows closed. With windows open, homes would need to be exposed to exterior noise levels exceeding 57 dBA L_{max} (45 + 12 = 57 dBA) to exceed the 45 dBA L_{max} interior noise standard. Based on the above discussion, no homes to the south would be exposed to maximum noise from the project site that exceeds these levels.

Mitigation Measures

Construction Impacts. The following measure would reduce short-term construction-related noise impacts resulting from the proposed project:

- Construction activities are restricted within the City to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, 8:00 a.m. to 5:00 p.m. on Saturdays, and are prohibited on Sundays and federal holidays.

Traffic Noise Impacts. No mitigation measures are required.

On-Site Operational Noise Impacts. No mitigation measures are required.

Level of Significance after Mitigation

With implementation of the identified mitigation measures, potential short-term noise impacts would be reduced to below the level of significance.

REFERENCES

Bolt, Beranek & Newman. 1987. Noise Control for Buildings and Manufacturing Plants.

City of Riverside. Noise Element and Municipal Code Noise Ordinances.

Environmental Protection Agency. November 1978. Protective Noise Levels, EPA 550/9-79-100.

Federal Highway Administration. 1977. Highway Traffic Noise Prediction Model, FHWA RD-77-108.

LSA Associates, Inc., Wal-Mart Supercenter at Canyon Crossings Traffic Study, July 2006

APPENDIX A

FHWA TRAFFIC NOISE MODEL PRINTOUTS

SUPERCENTER AT CANYON CROSSINGS

FHWA ROADWAY NOISE LEVEL ANALYSIS

CONTOUR6 MODEL PRINTOUTS

EXISTING BASELINE CONDITIONS

TABLE Existing-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Valley Springs Pkwy north of Corporate Cntr.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	85.7

TABLE Existing-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Valley Springs Pkwy between Corporate Cntr. and Eucalyptus Ave.

NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	72.5	152.3	326.3

TABLE Existing-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT:
Valley Springs Pkwy between Eucalyptus Ave. and Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.73

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	0.0	56.9	117.7	251.1

TABLE Existing-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Valley Springs Pkwy south of Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	77.0	162.2

TABLE Existing-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. north of Campus Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20100 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	101.7	211.4	451.8

TABLE Existing-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. between Campus Pkwy. and Eucalyptus Ave.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 17800 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.23

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	94.5	195.3	416.8

TABLE Existing-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. between Eucalyptus Ave. and Cottonwood Ave.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10000 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	76.4	160.9	344.9

TABLE Existing-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. between Cottonwood Ave. and Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7500 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.79

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	73.5	157.8	339.7

TABLE Existing-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. south of Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1100 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	94.7

TABLE Existing-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Corporate Center west of Valley Springs Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5000 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.80

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	102.4	217.8

TABLE Existing-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Corporate Center east of Valley Springs Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4900 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	101.0	214.9

TABLE Existing-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Campus Pkwy. west of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8300 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	68.0	142.4	304.7

TABLE Existing-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Campus Pkwy. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8800 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	70.5	147.9	316.8

TABLE Existing-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Eucalyptus Ave. west of Valley Springs Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23900 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
64.2	133.9	286.3	615.8

TABLE Existing-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Eucalyptus Ave. between Valley Springs Pkwy. and Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	104.0	221.3	475.4

TABLE Existing-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Eucalyptus Ave. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12300 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	87.1	184.4	395.8

TABLE Existing-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Cottonwood Ave. west of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2900 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	58.0	124.5

TABLE Existing-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Cottonwood Ave. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5300 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	86.5	186.0

TABLE Existing-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Alessandro Blvd. west of Old 215 Frontage Rd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 32000 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
77.0	162.2	347.6	748.0

TABLE Existing-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Alessandro Blvd. between Old 215 Frontage Rd. and Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 29200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.46

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
72.7	152.7	327.1	703.7

TABLE Existing-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Alessandro Blvd. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28900 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.42

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
72.2	151.7	324.9	698.9

SUPERCENTER AT CANYON CROSSINGS

FHWA ROADWAY NOISE LEVEL ANALYSIS

CONTOUR6 MODEL PRINTOUTS

EXISTING WITH PROJECT CONDITIONS

TABLE Existing with Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Valley Springs Pkwy north of Corporate Cntr.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7200 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	62.3	129.7	277.3

TABLE Existing with Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Valley Springs Pkwy between Corporate Cntr. and Eucalyptus Ave.

NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14800 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	98.1	208.4	447.7

TABLE Existing with Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT:
Valley Springs Pkwy between Eucalyptus Ave. and Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7300 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.44

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	62.8	130.9	279.8

TABLE Existing with Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Valley Springs Pkwy south of Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	77.0	162.2

TABLE Existing with Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. north of Campus Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 24000 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
59.0	113.4	237.4	508.2

TABLE Existing with Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. between Campus Pkwy. and Eucalyptus Ave.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19500 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	99.8	207.3	442.8

TABLE Existing with Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. between Eucalyptus Ave. and Cottonwood Ave.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11100 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.26

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	81.6	172.4	369.7

TABLE Existing with Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. between Cottonwood Ave. and Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8000 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.07

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	76.7	164.7	354.7

TABLE Existing with Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. south of Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1100 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	94.7

TABLE Existing with Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Corporate Center west of Valley Springs Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5000 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.80

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	102.4	217.8

TABLE Existing with Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Corporate Center east of Valley Springs Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5700 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	54.1	111.4	237.5

TABLE Existing with Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Campus Pkwy. west of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13900 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	94.2	200.0	429.4

TABLE Existing with Project-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Campus Pkwy. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8800 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	70.5	147.9	316.8

TABLE Existing with Project-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Eucalyptus Ave. west of Valley Springs Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28400 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
71.4	149.9	321.1	690.8

TABLE Existing with Project-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Eucalyptus Ave. between Valley Springs Pkwy. and Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.91

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	104.0	221.3	475.4

TABLE Existing with Project-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Eucalyptus Ave. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12800 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	89.3	189.4	406.4

TABLE Existing with Project-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Cottonwood Ave. west of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2900 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	58.0	124.5

TABLE Existing with Project-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Cottonwood Ave. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5900 SPEED (MPH): 40 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.32

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	92.9	199.7

TABLE Existing with Project-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Alessandro Blvd. west of Old 215 Frontage Rd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 33700 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.09

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
79.5	167.8	359.8	774.2

TABLE Existing with Project-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Alessandro Blvd. between Old 215 Frontage Rd. and Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 29700 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.54

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
73.4	154.4	330.8	711.7

TABLE Existing with Project-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Alessandro Blvd. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Existing with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28900 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.42

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
72.2	151.7	324.9	698.9

SUPERCENTER AT CANYON CROSSINGS

FHWA ROADWAY NOISE LEVEL ANALYSIS

CONTOUR6 MODEL PRINTOUTS

OPENING YEAR (2007) WITHOUT PROJECT SCENARIO

TABLE 2007 w/o Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Valley Springs Pkwy north of Corporate Cntr.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1300 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	90.2

TABLE 2007 w/o Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Valley Springs Pkwy between Corporate Cntr. and Eucalyptus Ave.

NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9600 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	74.5	156.6	335.7

TABLE 2007 w/o Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT:
Valley Springs Pkwy between Eucalyptus Ave. and Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6400 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.87

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
	0.0	58.0	120.1	256.4

TABLE 2007 w/o Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Valley Springs Pkwy south of Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3300 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	78.5	165.5

TABLE 2007 w/o Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. north of Campus Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20900 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.93

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	104.1	216.9	463.7

TABLE 2007 w/o Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. between Campus Pkwy. and Eucalyptus Ave.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18500 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.40

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	96.7	200.3	427.6

TABLE 2007 w/o Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. between Eucalyptus Ave. and Cottonwood Ave.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10400 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	78.3	165.1	354.0

TABLE 2007 w/o Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. between Cottonwood Ave. and Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7800 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	75.4	162.0	348.7

TABLE 2007 w/o Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. south of Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1100 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	94.7

TABLE 2007 w/o Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Corporate Center west of Valley Springs Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	105.0	223.5

TABLE 2007 w/o Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Corporate Center east of Valley Springs Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5100 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	103.7	220.6

TABLE 2007 w/o Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Campus Pkwy. west of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8600 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	69.5	145.7	312.0

TABLE 2007 w/o Project-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Campus Pkwy. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	72.5	152.3	326.3

TABLE 2007 w/o Project-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Eucalyptus Ave. west of Valley Springs Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 24800 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
65.6	137.2	293.5	631.2

TABLE 2007 w/o Project-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Eucalyptus Ave. between Valley Springs Pkwy. and Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16800 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	106.4	226.7	487.1

TABLE 2007 w/o Project-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Eucalyptus Ave. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12800 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	89.3	189.4	406.4

TABLE 2007 w/o Project-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Cottonwood Ave. west of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3000 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	59.4	127.3

TABLE 2007 w/o Project-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Cottonwood Ave. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5500 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	88.7	190.6

TABLE 2007 w/o Project-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Alessandro Blvd. west of Old 215 Frontage Rd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 33200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
78.8	166.2	356.2	766.6

TABLE 2007 w/o Project-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Alessandro Blvd. between Old 215 Frontage Rd. and Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30300 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.62

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
74.4	156.4	335.2	721.3

TABLE 2007 w/o Project-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Alessandro Blvd. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30100 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
74.1	155.8	333.8	718.1

SUPERCENTER AT CANYON CROSSINGS

FHWA ROADWAY NOISE LEVEL ANALYSIS

CONTOUR6 MODEL PRINTOUTS

OPENING YEAR (2007) WITH PROJECT SCENARIO

TABLE 2007 with Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Valley Springs Pkwy north of Corporate Cntr.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	62.3	129.7	277.3

TABLE 2007 with Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Valley Springs Pkwy between Corporate Cntr. and Eucalyptus Ave.

NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	99.8	212.2	455.7

TABLE 2007 with Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT:
Valley Springs Pkwy between Eucalyptus Ave. and Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7500 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	63.9	133.2	284.9

TABLE 2007 with Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Valley Springs Pkwy south of Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3300 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	78.5	165.5

TABLE 2007 with Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. north of Campus Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 24800 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.67

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
59.9	115.7	242.6	519.4

TABLE 2007 with Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. between Campus Pkwy. and Eucalyptus Ave.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20200 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	102.0	212.1	453.3

TABLE 2007 with Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. between Eucalyptus Ave. and Cottonwood Ave.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11500 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.42

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	83.4	176.4	378.5

TABLE 2007 with Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. between Cottonwood Ave. and Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8300 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.23

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	78.6	168.8	363.5

TABLE 2007 with Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. south of Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1100 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	94.7

TABLE 2007 with Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Corporate Center west of Valley Springs Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	105.0	223.5

TABLE 2007 with Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Corporate Center east of Valley Springs Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5900 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	55.2	113.9	243.0

TABLE 2007 with Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Campus Pkwy. west of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	95.5	202.8	435.5

TABLE 2007 with Project-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Campus Pkwy. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	72.5	152.3	326.3

TABLE 2007 with Project-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Eucalyptus Ave. west of Valley Springs Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 29300 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.48

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
72.8	153.0	327.8	705.3

TABLE 2007 with Project-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Eucalyptus Ave. between Valley Springs Pkwy. and Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16800 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	106.4	226.7	487.1

TABLE 2007 with Project-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Eucalyptus Ave. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13300 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	91.6	194.2	416.9

TABLE 2007 with Project-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Cottonwood Ave. west of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3000 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	59.4	127.3

TABLE 2007 with Project-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Cottonwood Ave. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6100 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	95.0	204.2

TABLE 2007 with Project-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Alessandro Blvd. west of Old 215 Frontage Rd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 34900 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
81.3	171.7	368.3	792.5

TABLE 2007 with Project-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Alessandro Blvd. between Old 215 Frontage Rd. and Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30900 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
75.3	158.5	339.6	730.8

TABLE 2007 with Project-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Alessandro Blvd. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - 2007 with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30100 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
74.1	155.8	333.8	718.1

SUPERCENTER AT CANYON CROSSINGS

FHWA ROADWAY NOISE LEVEL ANALYSIS

CONTOUR6 MODEL PRINTOUTS

FUTURE YEAR (2025) WITHOUT PROJECT SCENARIO

TABLE Cumulative w/o Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Valley Springs Pkwy north of Corporate Cntr.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 1300 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	90.2

TABLE Cumulative w/o Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Valley Springs Pkwy between Corporate Cntr. and Eucalyptus Ave.

NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19500 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
56.7	117.2	250.2	537.8

TABLE Cumulative w/o Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT:
Valley Springs Pkwy between Eucalyptus Ave. and Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9900 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	75.9	159.9	342.6

TABLE Cumulative w/o Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Valley Springs Pkwy south of Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5900 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	55.2	113.9	243.0

TABLE Cumulative w/o Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. north of Campus Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 33200 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.94

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
69.8	139.0	293.9	630.5

TABLE Cumulative w/o Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. between Campus Pkwy. and Eucalyptus Ave.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 33700 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
70.4	140.3	296.8	636.8

TABLE Cumulative w/o Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. between Eucalyptus Ave. and Cottonwood Ave.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25400 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
66.6	139.3	298.2	641.3

TABLE Cumulative w/o Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. between Cottonwood Ave. and Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19200 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.87

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
63.9	137.1	295.1	635.6

TABLE Cumulative w/o Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. south of Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2400 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	74.0	159.1

TABLE Cumulative w/o Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Corporate Center west of Valley Springs Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	105.0	223.5

TABLE Cumulative w/o Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Corporate Center east of Valley Springs Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15000 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.57

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	98.9	210.3	451.7

TABLE Cumulative w/o Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Campus Pkwy. west of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8600 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	69.5	145.7	312.0

TABLE Cumulative w/o Project-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Campus Pkwy. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15700 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	101.9	216.8	465.6

TABLE Cumulative w/o Project-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Eucalyptus Ave. west of Valley Springs Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 45300 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
96.0	204.0	438.1	942.9

TABLE Cumulative w/o Project-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Eucalyptus Ave. between Valley Springs Pkwy. and Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 29500 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
73.1	153.7	329.3	708.5

TABLE Cumulative w/o Project-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Eucalyptus Ave. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18700 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
55.3	114.1	243.3	523.0

TABLE Cumulative w/o Project-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Cottonwood Ave. west of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3000 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	59.4	127.3

TABLE Cumulative w/o Project-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Cottonwood Ave. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11600 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.26

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	67.8	145.6	313.3

TABLE Cumulative w/o Project-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Alessandro Blvd. west of Old 215 Frontage Rd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 51000 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
103.7	220.6	474.0	1020.4

TABLE Cumulative w/o Project-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Alessandro Blvd. between Old 215 Frontage Rd. and Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 43300 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
93.3	198.0	425.1	915.0

TABLE Cumulative w/o Project-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Alessandro Blvd. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative w/o Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 37800 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
85.5	181.0	388.3	835.8

SUPERCENTER AT CANYON CROSSINGS

FHWA ROADWAY NOISE LEVEL ANALYSIS

CONTOUR6 MODEL PRINTOUTS

FUTURE YEAR (2025) WITH PROJECT SCENARIO

TABLE Cumulative with Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Valley Springs Pkwy north of Corporate Cntr.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	62.3	129.7	277.3

TABLE Cumulative with Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Valley Springs Pkwy between Corporate Cntr. and Eucalyptus Ave.

NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25100 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
66.1	138.3	295.8	636.3

TABLE Cumulative with Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT:
Valley Springs Pkwy between Eucalyptus Ave. and Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11000 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	81.1	171.3	367.5

TABLE Cumulative with Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Valley Springs Pkwy south of Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5900 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	55.2	113.9	243.0

TABLE Cumulative with Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. north of Campus Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 37100 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.42

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
74.2	149.2	316.3	678.9

TABLE Cumulative with Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. between Campus Pkwy. and Eucalyptus Ave.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 35400 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
72.3	144.8	306.6	658.0

TABLE Cumulative with Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. between Eucalyptus Ave. and Cottonwood Ave.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26600 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
68.6	143.6	307.4	661.3

TABLE Cumulative with Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. between Cottonwood Ave. and Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19700 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
65.0	139.5	300.2	646.5

TABLE Cumulative with Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Day St. south of Alessandro Blvd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2400 SPEED (MPH): 50 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	74.0	159.1

TABLE Cumulative with Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Corporate Center west of Valley Springs Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	105.0	223.5

TABLE Cumulative with Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Corporate Center east of Valley Springs Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15800 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.80

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	102.3	217.7	467.6

TABLE Cumulative with Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Campus Pkwy. west of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	95.5	202.8	435.5

TABLE Cumulative with Project-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Campus Pkwy. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15700 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	101.9	216.8	465.6

TABLE Cumulative with Project-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Eucalyptus Ave. west of Valley Springs Pkwy.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 49800 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
102.1	217.2	466.6	1004.4

TABLE Cumulative with Project-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Eucalyptus Ave. between Valley Springs Pkwy. and Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 29500 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
73.1	153.7	329.3	708.5

TABLE Cumulative with Project-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Eucalyptus Ave. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
56.2	116.1	247.6	532.3

TABLE Cumulative with Project-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Cottonwood Ave. west of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3000 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	59.4	127.3

TABLE Cumulative with Project-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Cottonwood Ave. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12200 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.48

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	70.1	150.5	324.0

TABLE Cumulative with Project-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Alessandro Blvd. west of Old 215 Frontage Rd.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 52700 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.03

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
105.9	225.5	484.5	1043.0

TABLE Cumulative with Project-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Alessandro Blvd. between Old 215 Frontage Rd. and Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 43900 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.23

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
94.1	199.8	429.0	923.4

TABLE Cumulative with Project-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 07/26/2006
ROADWAY SEGMENT: Alessandro Blvd. east of Day St.
NOTES: Wal-Mart Supercenter at Canyon Crossings - Cumulative with Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 37800 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
85.5	181.0	388.3	835.8
